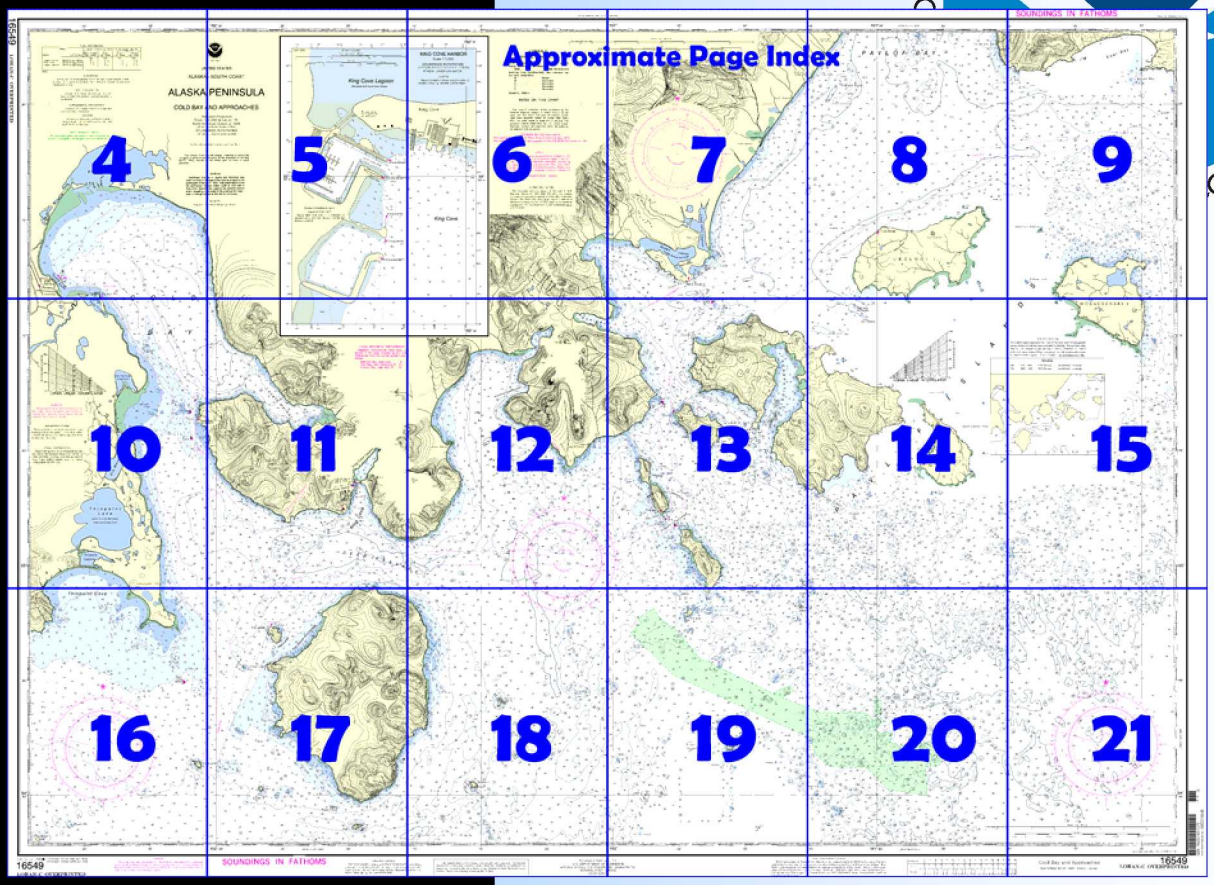
BookletChart™

Alaska Peninsula, Cold Bay and Approaches

(NOAA Chart 16549)

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

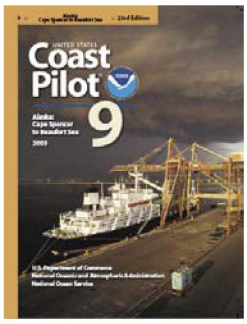
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 9, Chapter 6 excerpts]

(531) **Volcano Bay** is free from rocks and shoals, except near the shores which should be given a berth of 0.4 mile. The shoaling is abrupt from about 30 fathoms to the flats at the N side of the bay. Good anchorage and shelter from all except SE winds may be had near its head in 10 fathoms, sticky bottom. Shelter for small craft from SE wind may be had in 2 fathoms behind the sandspit that makes out from the S side of the NW part of the bay. Water may be had here. Rocks and ledges extend 500 to 700 yards offshore between this spit and Bear Bay.
(558) **Kitchen Anchorage**, on the E side of Belkofski Bay, is easy to reach and affords good shelter in all except NW winds. In strong S weather, the williwaws become frequent and violent. The bottom is soft volcanic mud and its holding quality is good. A large stream flows into the head of the harbor. From the N entrance point of Kitchen Anchorage, for 1 mile to the entrance to the outer portion of Captain Harbor, the shore is a steep-to cliff, and may be approached within 200 yards.
(559) **Captain Harbor** is the indentation at the extreme NE end of Belkofski Bay. It extends NE for about 2 miles with an average width of 0.4 mile, and is divided into an outer and inner anchorage by a shingle spit that extends from the W shore. The outer portion is narrowed to a width of 300 to 450 yards between the 3-fathom curves, and the anchorage is in 10 fathoms in the center with the E end of the shingle spit bearing 033° distant 600 yards. The holding ground is poor, of soft volcanic ash over a hard substratum. The N shore of the outer anchorage is a low cliff, with shoal water extending 300 yards offshore in places.
(560) The outer part of the harbor has general depths of 8 to 12 fathoms and 10 fathoms can be carried into it. At the entrance, a slight bar extends off the N side with a shoalest sounding of 7½ fathoms near the middle of the entrance. Depths of 4 to 8 fathoms prevail over most of the inner part and the 3-fathom curve carries practically to the head of the bay, affording good shelter for small boats.
(562) The entrance to the inner basin is about 350 yards wide, with 9 fathoms in midchannel. The inner anchorage, entirely landlocked, is a secure anchorage for small craft in 7 fathoms, mud bottom, with the end of the shingle spit bearing 185° distant about 600 yards. This is the best small-boat harbor along this section.
(563) To enter Captain Harbor, round the prominent point at the S entrance to Kitchen Anchorage at a distance of 0.5 mile, and steer **030**° to a point 250 yards off the SE entrance to Captain Harbor. Then steer **054**° and anchor. To enter the inner harbor, continue on the **054**° course until midway between the end of the shingle spit and the opposite shore; round the spit and steer **003**° for a small stream. Anchor as indicated in previous paragraphs.
(571) **King Cove** has a wharf and salmon cannery and a deep-water pier. The S and main side of the wharf consists of two faces with a small basin between them. Vessels of considerable size (4,800 gross tons) can moor across the two faces of the wharf. In going alongside either of the S faces of the wharf, vessels should make a starboard landing on the ebb and a port landing on the flood. The ebb sets out of the lagoon at the head in a SE direction with considerable strength, such that a portside landing with an ebb current is almost impossible, whereas a starboard landing should be made easily. It may be necessary to use a bower anchor for going alongside and hauling off with a S wind.
(572) Water, fuel, and marine supplies are readily available. Air service to Anchorage is available 6 times weekly. The Alaska State Ferry System provides monthly service during the summer months.
(573) To enter King Cove, steer for the wharf on a midchannel course. On the ebb, a strong current parallel with the shore sets E along the face of the wharf. This current is caused by the discharge of water from the lagoon.
(574) The deep-water pier is located about 250 yards S of the entrance to the small boat harbor and is marked by private lights. The pier has a 170-foot face with a depth alongside of 30 feet. Dolphins off each end extend the length to 300 feet for mooring larger vessels.
(579) **King Cove Harbor**, a dredged basin formed by a rounding spit and a dike which extends from the W side at the head of King Cove, is entered from the cove through a dredged channel. In August 2002, the controlling depth in the entrance channel was 14 feet with 11.6 to 15 feet in the basin and alongside the piers. Greater depths were available with local knowledge. The entrance is marked by lights. The **harbormaster** controls the use of the grid and assigns berths. The harbormaster's office monitors VHF-FM channel 6 and channel 16. A 150-ton travel-lift is available.
(581) Small craft can be beached on the sandspit that forms the N shore of the entrance to the lagoon. The beach slopes evenly and is smooth.
(589) Fox Island Anchorage, on the E side of Fox Island, offers good anchorage in 10 to 16 fathoms, soft bottom, well sheltered from the wind and sea from NE to SW.

Table of Selected Chart Notes

Corrected through NM Jul. 26/03
Corrected through LNM Jul. 8/03

HEIGHTS

Heights in feet above Mean High Water.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

PLANE COORDINATE GRID

(based on NAD 1927)

Alaska State Grid zone 7 is indicated by dashed ticks at 500 foot intervals. The last two digits are omitted.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Mercator Projection
Scale 1:80,000 at Lat 55° 10'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

LOCAL MAGNETIC DISTURBANCE

Magnetic disturbances have been observed in the area covered by this chart. Differences from the normal variation are as follows:

Belkofski Bay, east coast	5°
Cold Bay, near Vodapoint Pt	14°
Volcano Bay, near Arch Pt	10°

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY .....100kHz.
PULSE REPETITION INTERVAL
9990 .....99,900 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators)
M .....Master
W .....Secondary
X .....Secondary
Y .....Secondary
Z .....Secondary
EXAMPLE: 9990-X

RATES ON THIS CHART

The Loran-C correction tables published by the Defense Mapping Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by U.S. Coast Guard. Mariners, however, are cautioned not to rely solely on the lattices in inshore waters.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.

WIRE DRAGGED AREAS

The area tinted green was swept in 1942 for previously undetected dangers to navigation. All dangers found are shown on this chart.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and Geological Survey.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

UPDATING SERVICE

FOR THIS CHART, a listing of NOTICE TO MARINERS corrections subsequent to the date shown in the lower left hand corner is available from the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW): Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Dolgoi Harbor	(55°07'N/161°48'W)	6.7	6.0	1.3	-3.5
King Cove	(55°04'N/162°19'W)	6.8	6.1	1.3	-3.5
Lenard Harbor	(55°07'N/162°23'W)	7.2	6.4	1.3	-3.5

(603)

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

16549 LORAN-C OVERPRINTED

40' 35' 162° 30'

20'

15'

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
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(603)

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and Geological Survey.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

WIRE DRAGGED AREAS

The area tinted green was swept in 1942 for previously undetected dangers to navigation. All dangers found are shown on this chart.

NOAA COAST SURVEY

UNITED STATES

ALASKA - SOUTH COAST

ALASKA PENINSULA

COLD BAY AND APPROACHES

Mercator Projection
Scale 1:80,000 at Lat 55° 10'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

The contour lines are hill shapes, sketched to afford the navigator a generalized indication of the character of the land forms. They should not be relied upon as lines of equal elevation.

CAUTION

Significant changes in depths and shoreline may have occurred in the area of this chart as a result of the earthquake of March 27, 1964. Tidal observations since the earthquake indicate bottom uplift of +0.3 feet in King Cove. Mariners are urged to use extreme caution when navigating in the area of this chart as the magnitude of change except at this site is not known.

HEIGHTS

Heights in feet above Mean High Water.

Kinzarof Lagoon
Cold Bay
AERO Rot W&G
TOWER
Fl R 8s 17m 8M
Cable Area
Delta Pt
Fl 4s 48ft 6M
Delta Pt Lagoon
C O L D

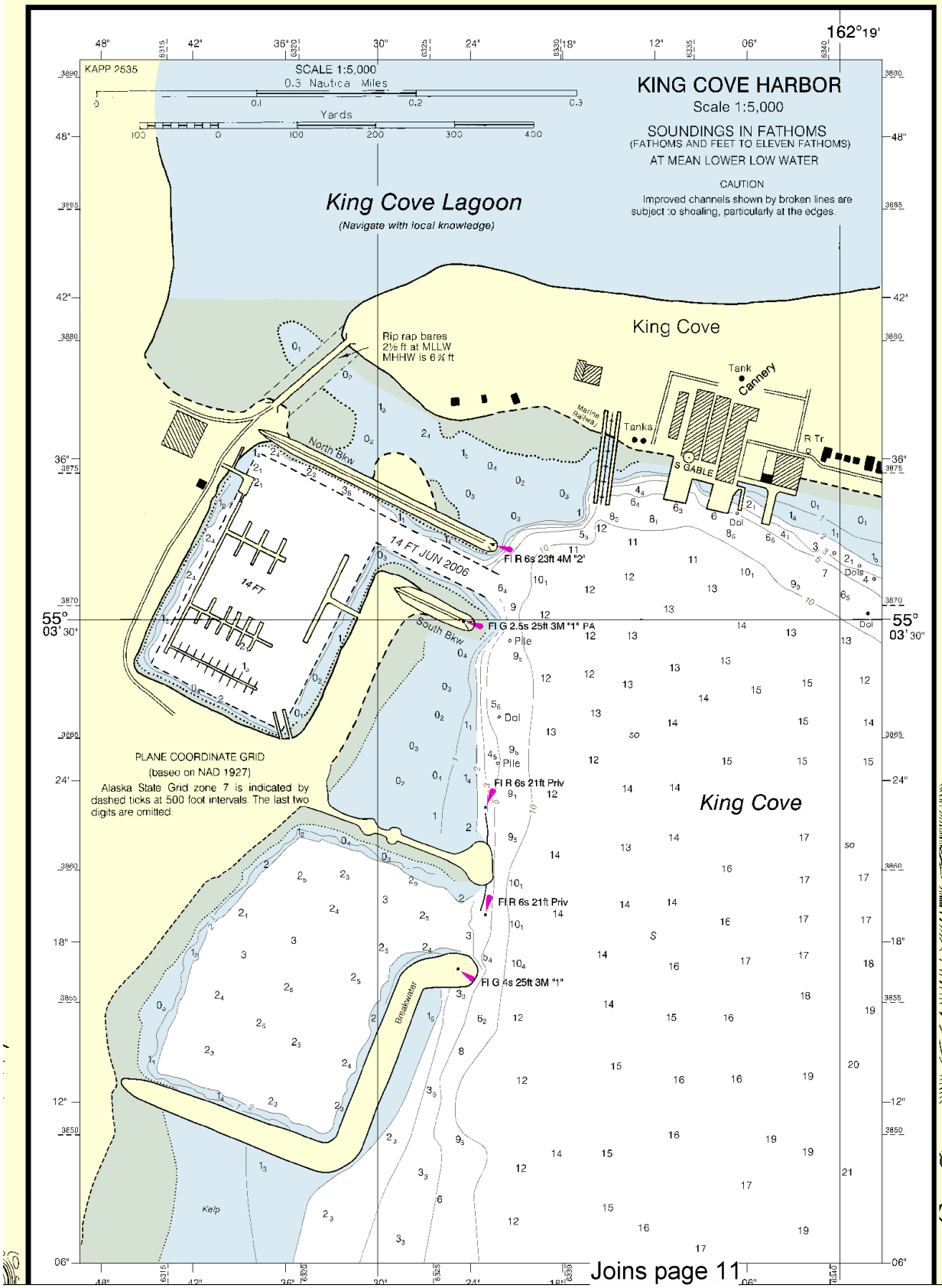
Joins page 10

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles 1 0 1 2 3 4 5 6 7

Yards 1000 0 2000 4000 6000 8000 10000

North



Joins page 11

LORAN-

GENERAL EXPL

LORAN-C FREQUENCY .....
PULSE REPETITION INTERVAL
9990 .....
STATION TYPE DESIGNATORS
tion letter designators)
M .....
W .....
X .....
Y .....
Z .....
EXAMPLE: 9990-X

RATES ON THI

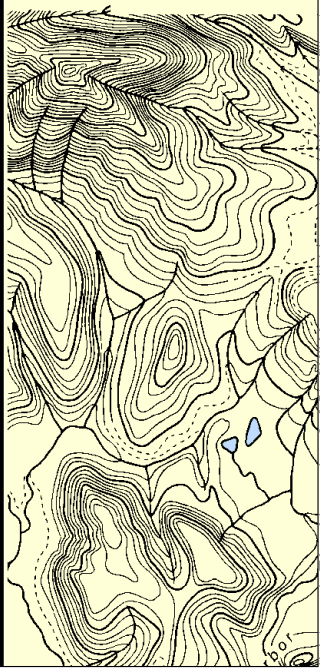
The Loran-C correction tab
Defense Mapping Agency or
used with this chart. The lin
have been adjusted based o
effort has been made to mee
accuracy criteria established
Mariners, however, are caution
the lattices in inshore waters.

COLREGS, 80 170
International Regulations for Preventi
The entire area of this chart falls seav

Joins page 6

NC
Navigation regulations are
Coast Pilot 9. Additions or re
lished in the Notices to Mar
the regulations may be obta
mander, 17th Coast Guard Distric
the Office of the District Enginee
Anchorage, Alaska.
Refer to charted regulation secti

HORIZONTAL
The horizontal reference da
American Datum of 1983 (NA
purposes is considered equiva
System 1984 (WGS 84). Geogr
the North American Datum of 1
average of 3.115" southward a
with this chart.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

20' 15' 10' 05'

162°19'

SCALE 1:5,000
0.3 Nautical Miles
0.2 0.3
Yards
100 200 300 400

KING COVE HARBOR

Scale 1:5,000

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

King Cove Lagoon
(Navigate with local knowledge)

King Cove

Rip rap bares 2½ ft at MLLW MHHW is 6.4 ft

Tank
Cannery
Marine Railway
Tanks
R Tr
S GABLE
North Bkw
South Bkw
14 FT JUN 2006
Fl R 6s 23ft 4M "2"
Fl G 2.5s 25ft 3M "1" PA
Pile
Dol
Fl R 6s 21ft Priv
Fl G 4s 25ft 3M "1"
Breakwater
so
S

55° 03' 30"

48" 42" 36" 30" 24" 18" 12" 06"

3890 3885 3880 3875 3870 3865 3860 3855 3850

Joins page 5

Joins page 12

LORAN-C

GENERAL EXPLANATION

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9990 ..... 99,900 Microseconds
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W ..... Secondary
X ..... Secondary
Y ..... Secondary
Z ..... Secondary
EXAMPLE: 9990-X

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COLREGS, 80.1705 (see note A)
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The entire area of this chart falls seaward of the COLREGS Demarcation Line.

NOTE A
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Refer to charted regulation section numbers.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 3.115" southward and 7.239" westward to agree with this chart.

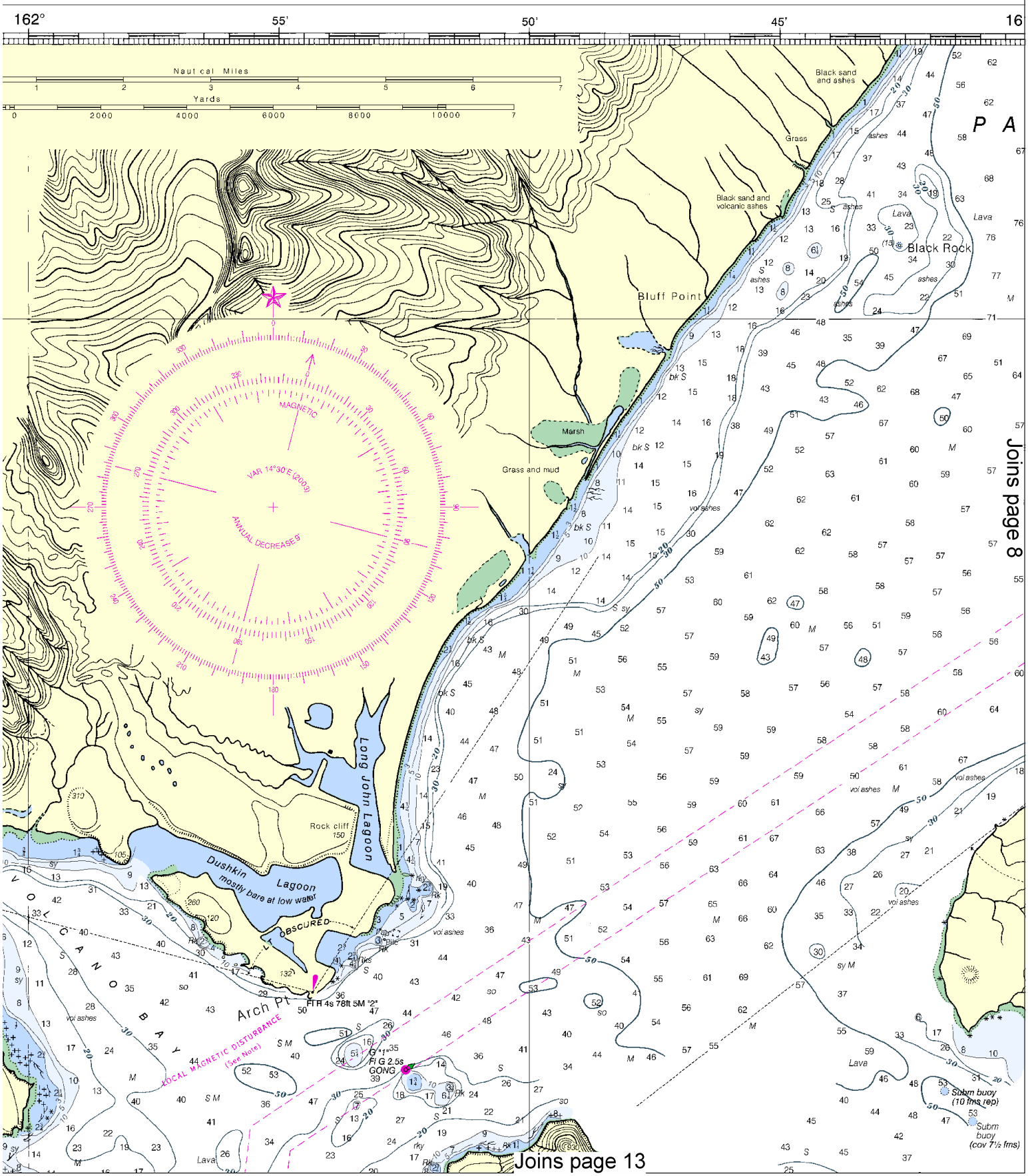
Bear Bay

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

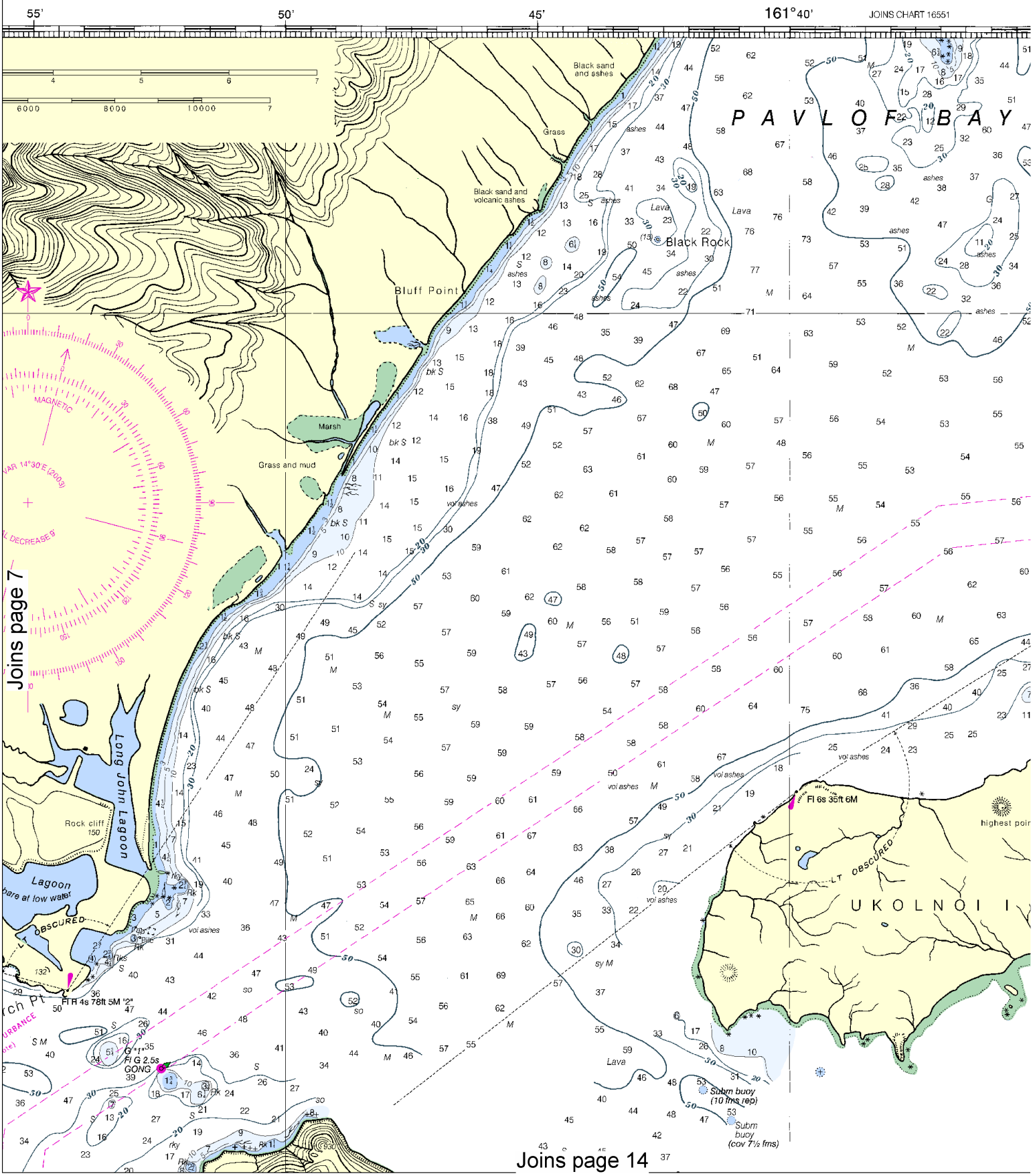
Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

North



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.



North

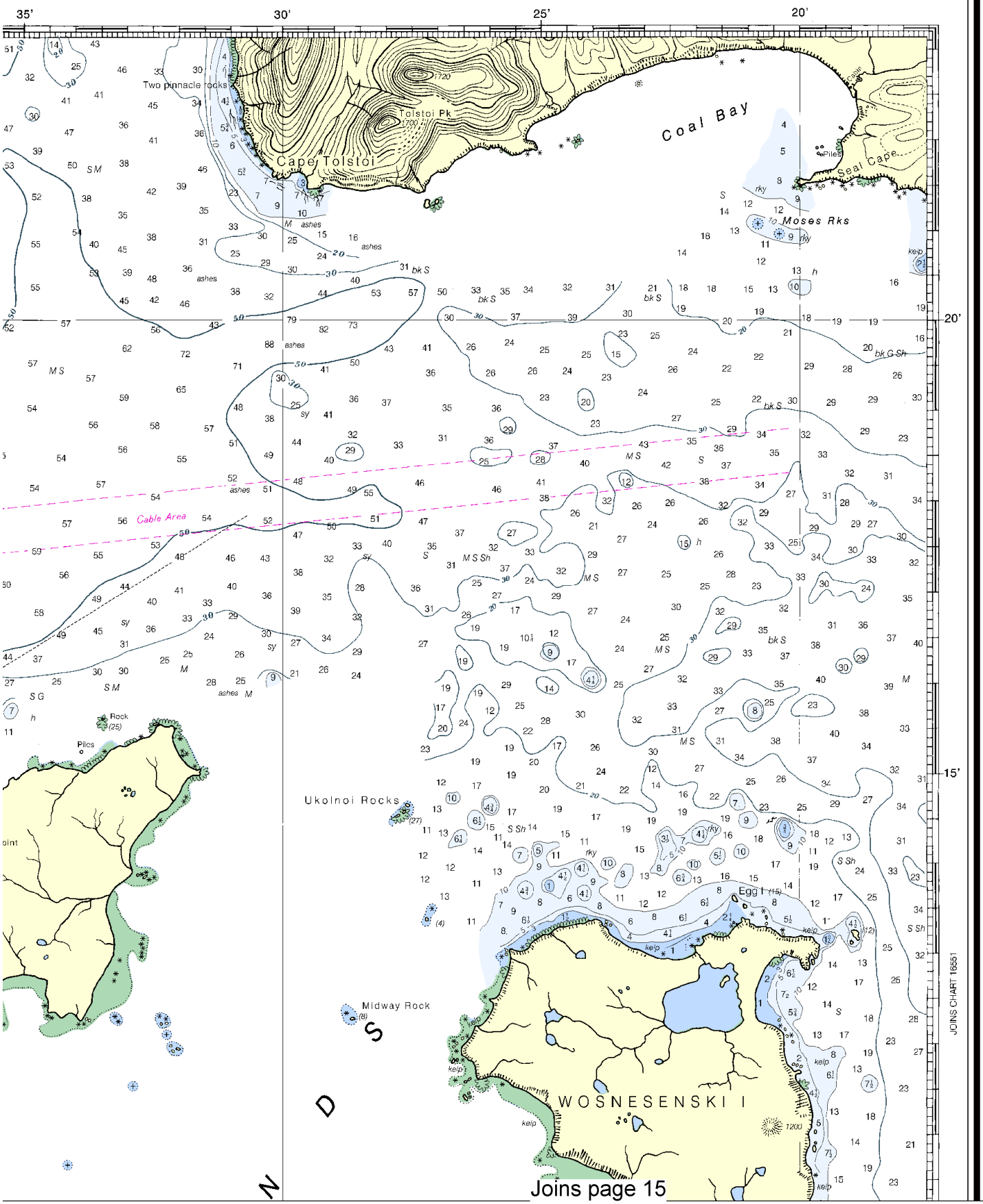
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

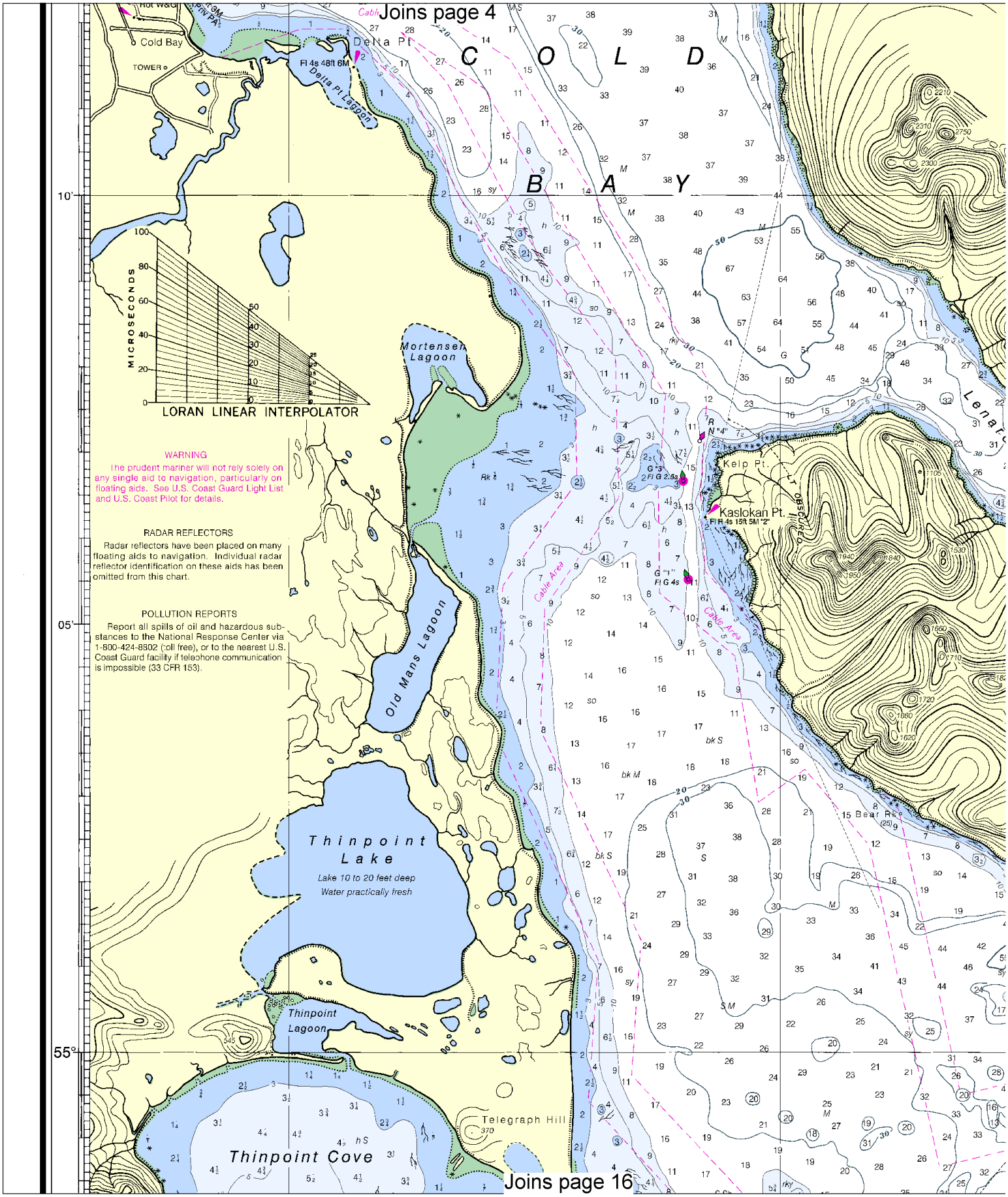
1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000



Joins page 15



North

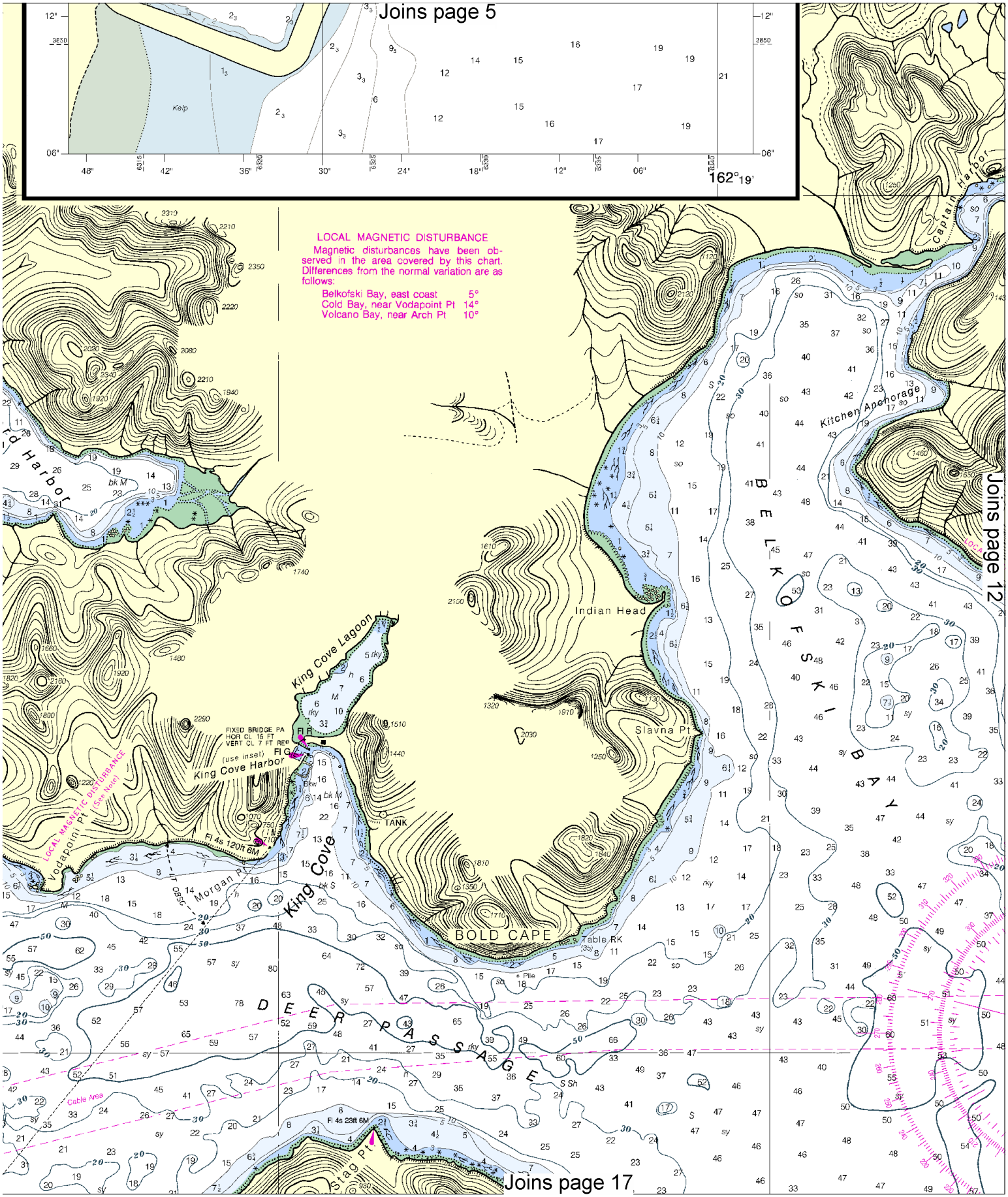
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

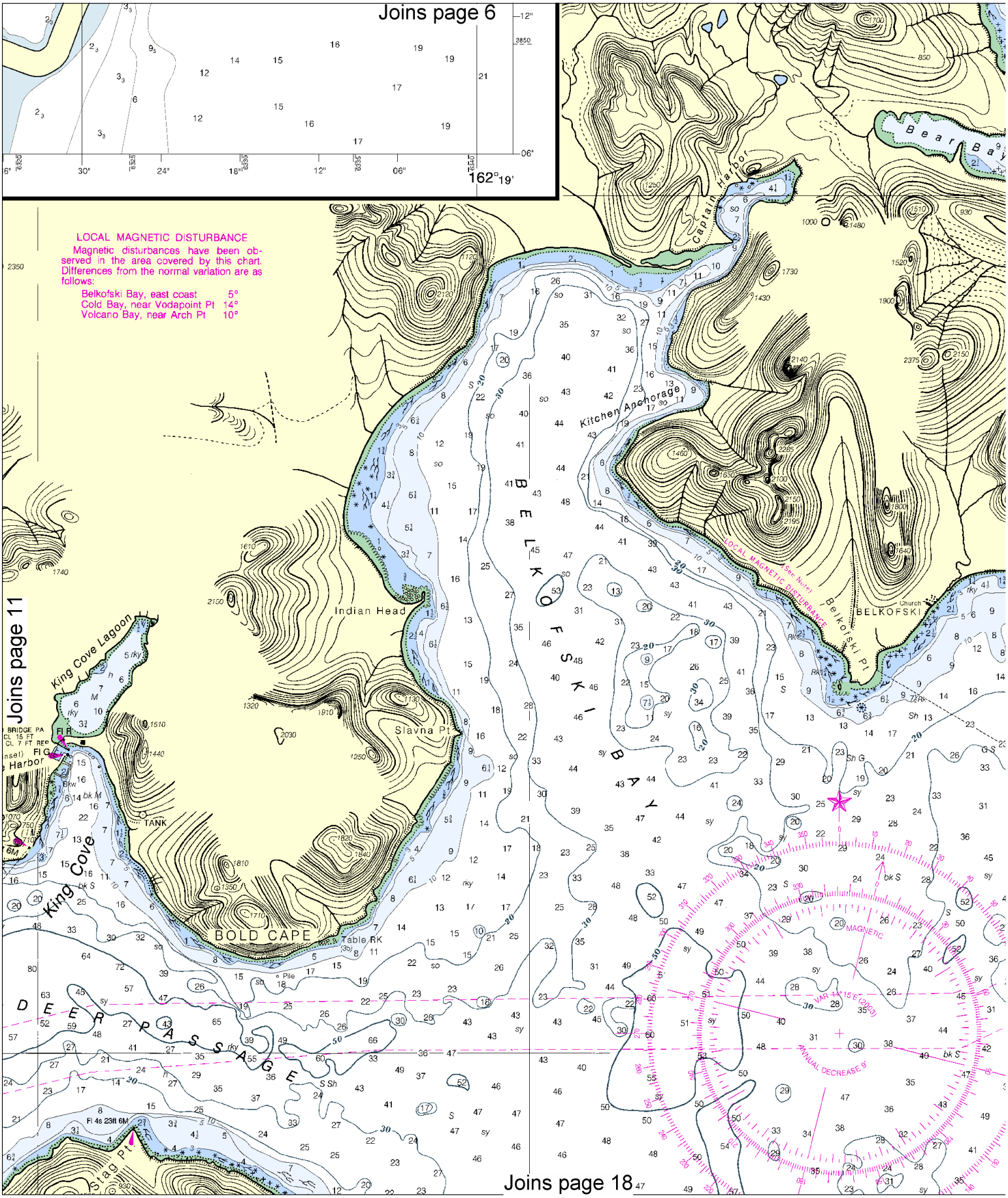
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000


Joins page 5
LOCAL MAGNETIC DISTURBANCE
Magnetic disturbances have been observed in the area covered by this chart. Differences from the normal variation are as follows:
Belkofski Bay, east coast 5°
Cold Bay, near Vodapoint Pt 14°
Volcano Bay, near Arch Pt 10°
Kelp
162°19'
Captain Harbor
Kitchen Anchorage
Indian Head
Slavna Pt
BELKOFSKI BAY
King Cove Lagoon
King Cove Harbor
(use inset)
FIXED BRIDGE PA
HOR CL 15 FT
VERT CL 7 FT REP
Fl R
Fl G
TANK
Vodapoint Pt
LOCAL MAGNETIC DISTURBANCE
(See Note)
Fl 4s 120ft 6M
Morgan Rk
King Cove
BOLD CAPE
Table Rk
Pile
DEER PASSAGE
Cable Area
Fl 4s 23ft 6M
Stag Pt
Joins page 12
Joins page 17



North

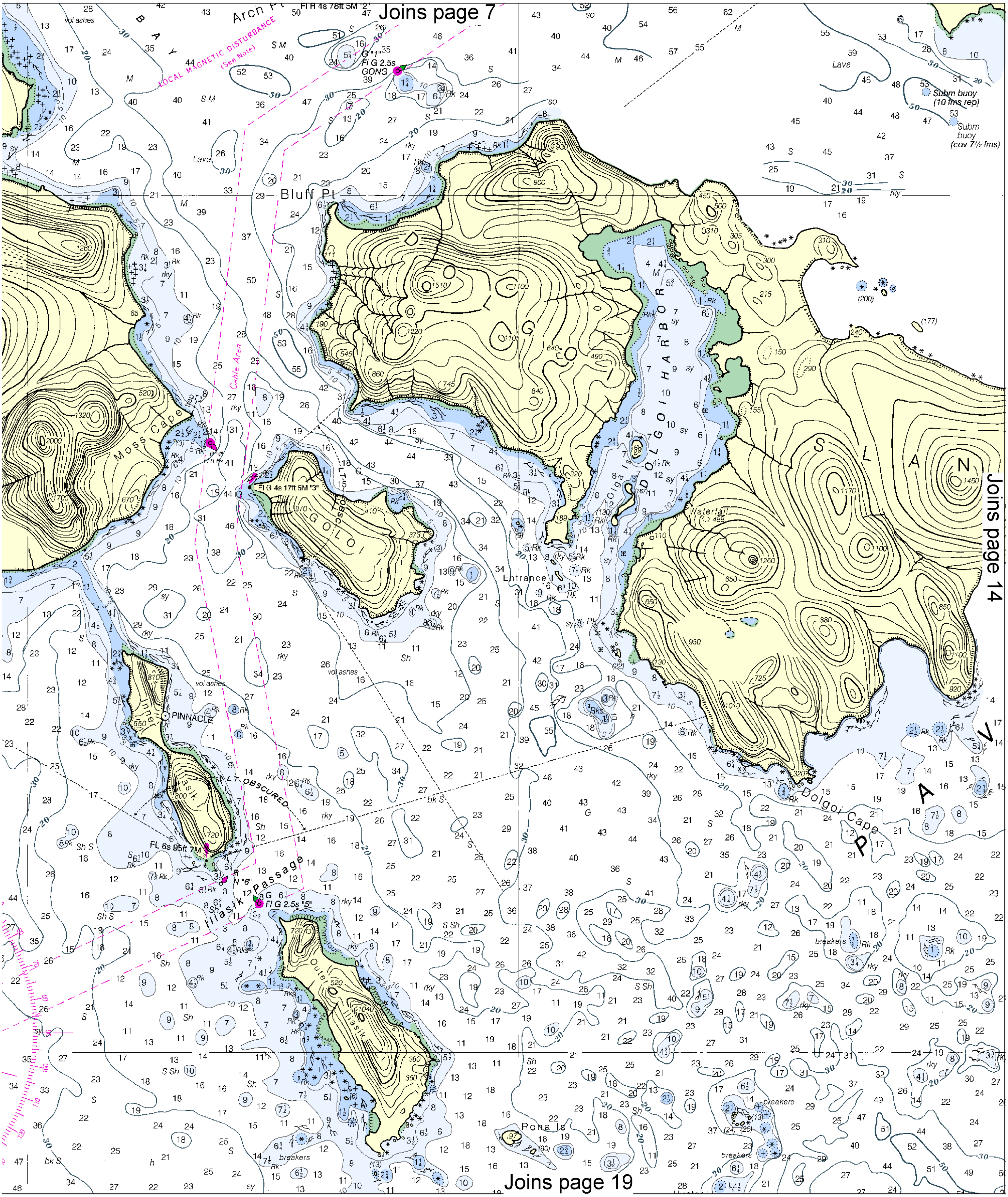
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

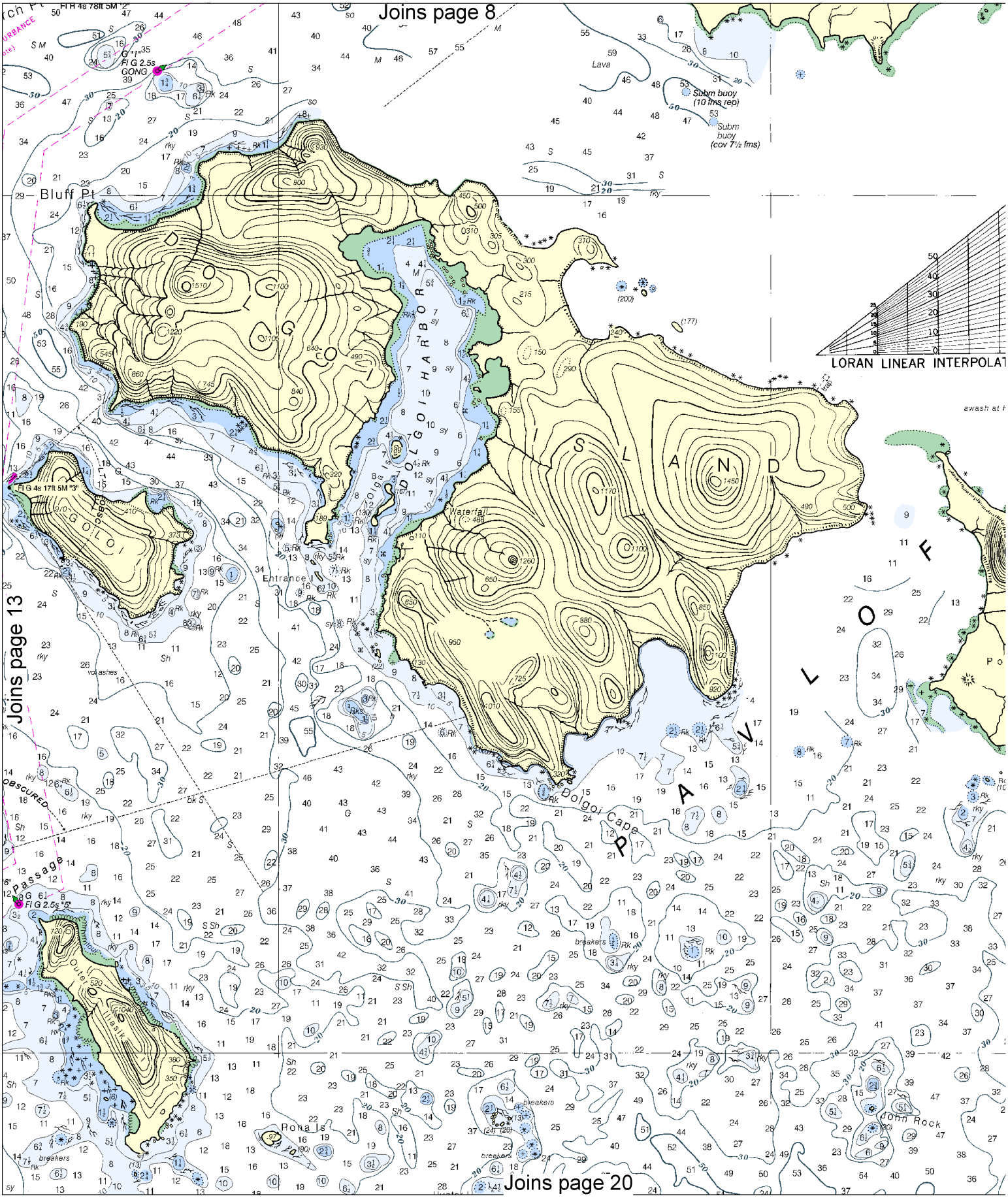
1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000



Joins page 7
Joins page 14
Joins page 19
Arch Pt
Fl R 4s 78ft 5M "2"
LOCAL MAGNETIC DISTURBANCE (See Note)
G "1" Fl G 2.5s GONG
Bluff Pt
Subm buoy (10 fms rep)
Subm buoy (cov 7½ fms)
DOLGOI
DOLGOI HARBOR
Dolgoi Is
Cable Area
Moss Cape
Fl R 6s
Fl G 4s 17ft 5M "3"
GOLOI
LT OBSC
Waterfall
ISLAND
Entrance I
PINNACLE
LT OBSCURED
FL 6s 95ft 7M
R N "6"
G Fl G 2.5s "5"
Iliasik Passage
Outer Iliasik
Dolgoi Cape
PAV
Rona Is
breakers
vol ashes
Lava



North

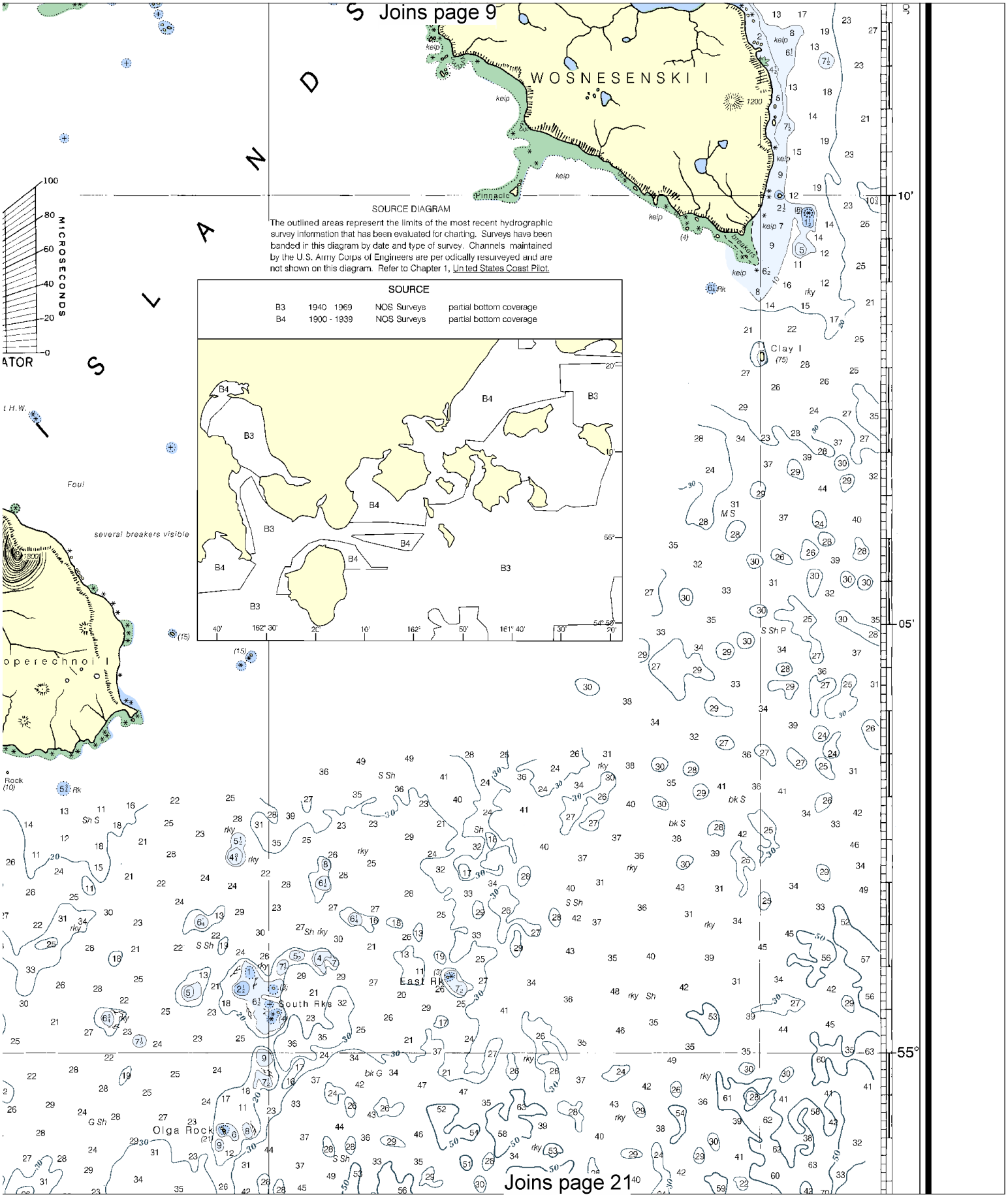
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

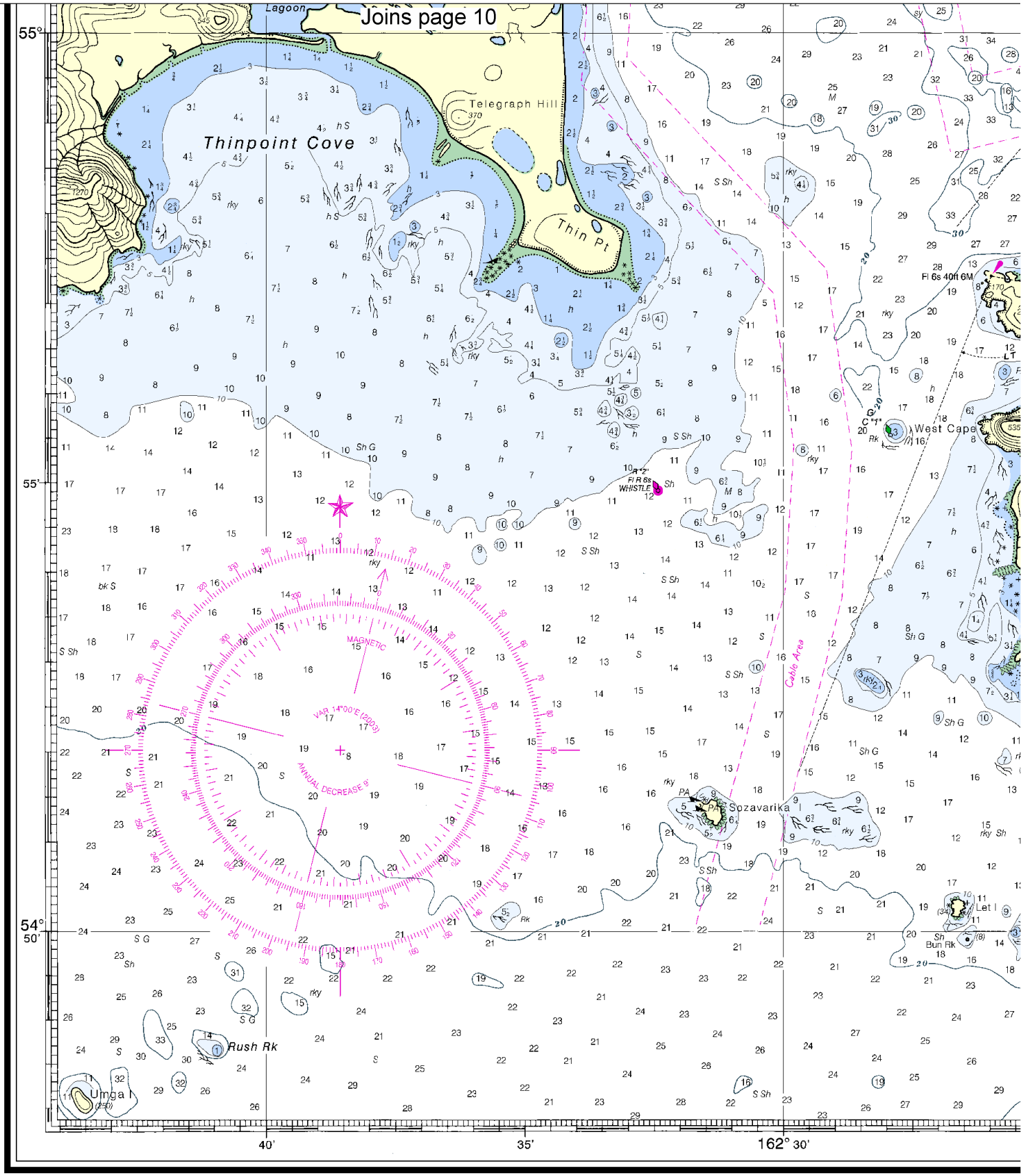
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000


Joins page 9
WOSNESENSKI I
kelp
Pinnacle
SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are per odically resurveyed and are not shown on this diagram. Refer to Chapter 1, Un ted States Coast Pilot.
SOURCE
B3 1940 1969 NOS Surveys partial bottom coverage
B4 1900 - 1939 NOS Surveys partial bottom coverage
B3
B4
Clay I
several breakers visible
Foul
East Rk
South Rks
Olga Rock
Joins page 21
10'
05'
55°



15th Ed., Jul./ 03 ■ Corrected through NM Jul. 26/03
Corrected through LNM Jul. 8/03

16549

LORAN-C OVERPRINTED

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lc

SOUNDINGS I

16

North

Printed at reduced scale. ~~SCALE 1:80,000~~

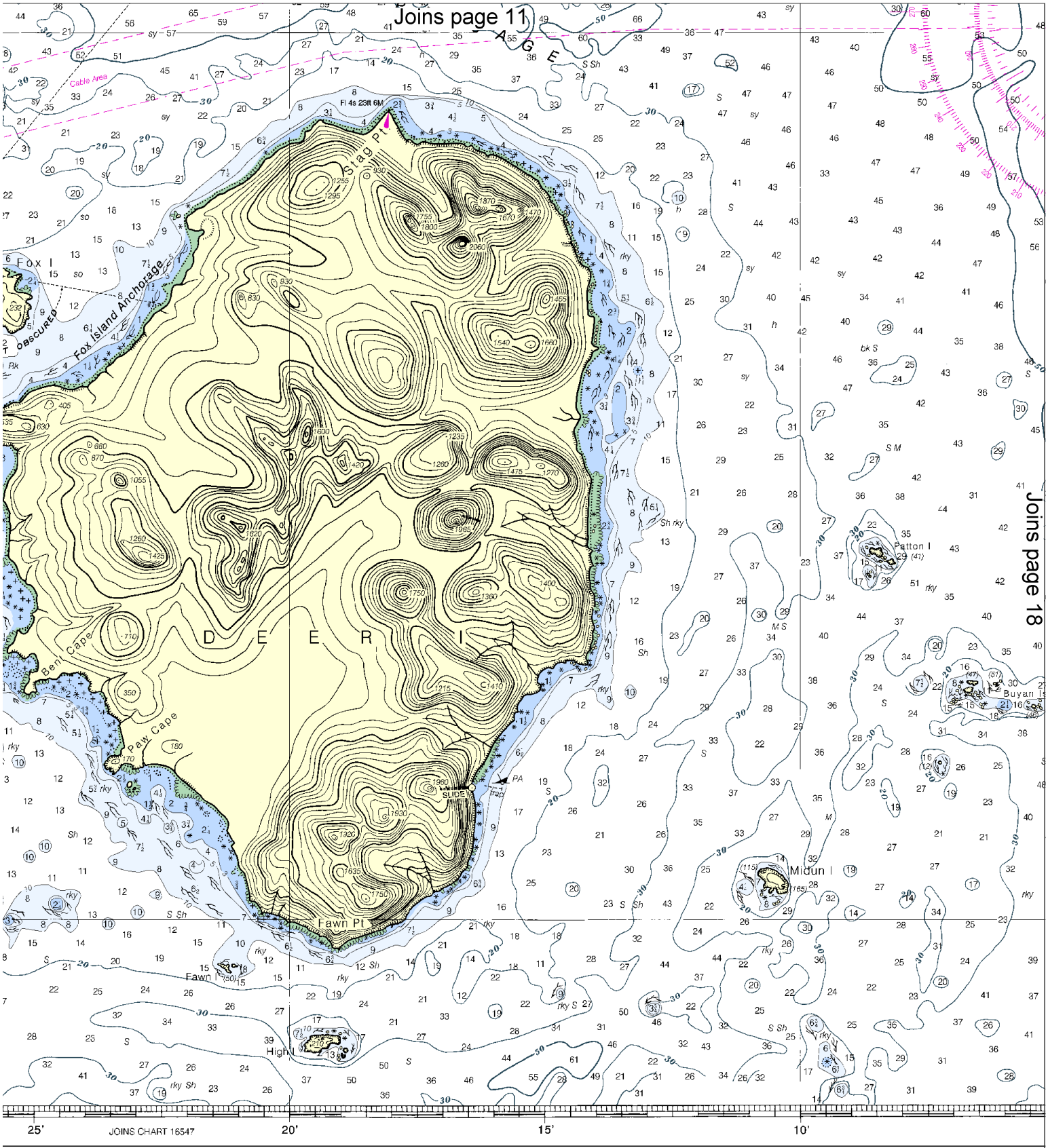
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.

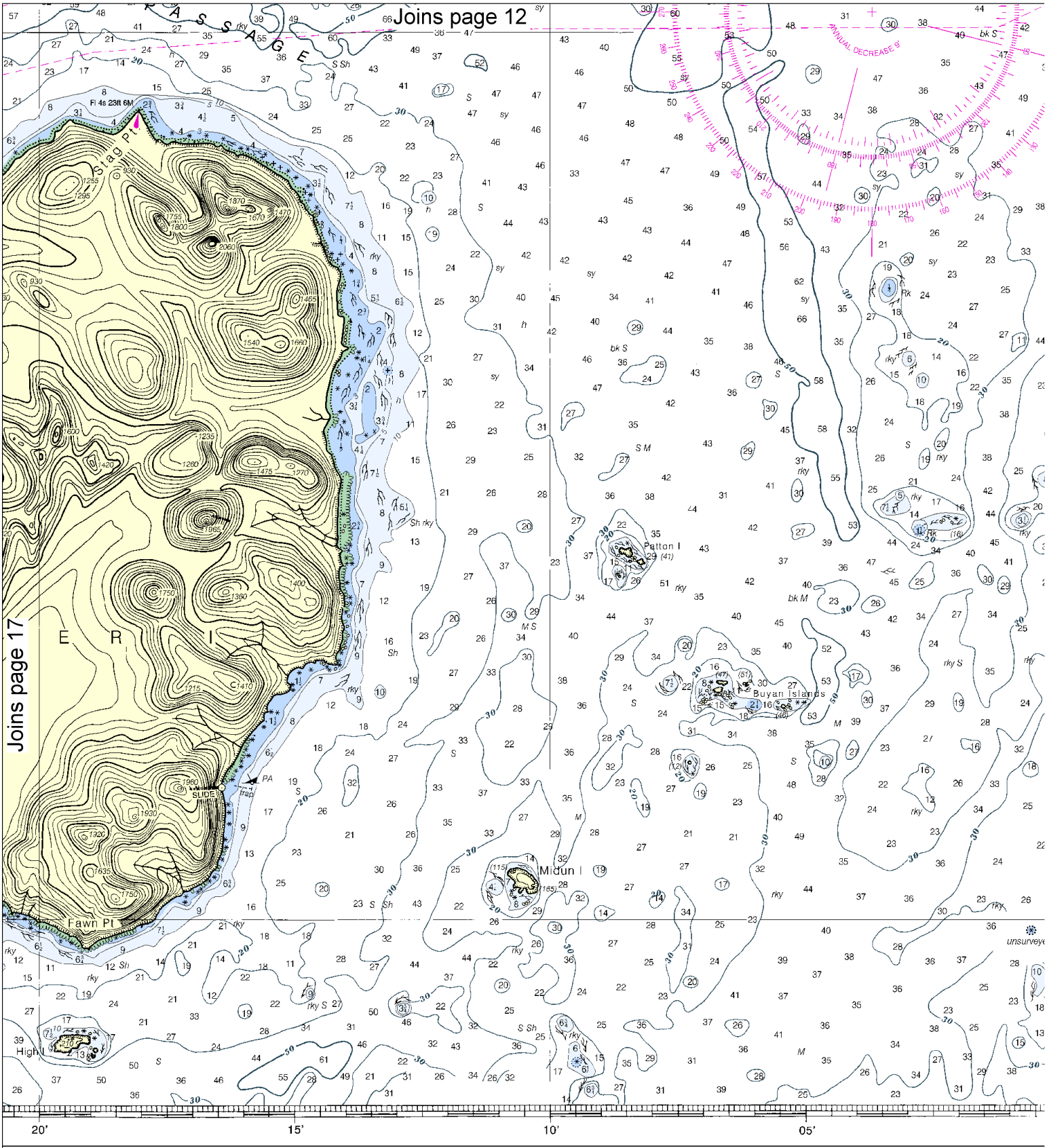


IN FATHOMS

UPDATING SERVICE

FOR THIS CHART, a listing of NOTICE TO MARINERS corrections subsequent to the date shown in the lower left hand corner is available from the Chief, Marine Chart Division (N/CS2), National NOAA, Silver Spring, Maryland 20910-3282.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean AA, Silver Spring, Maryland 20910-3282.



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U.S. DEPARTMENT OF C
NATIONAL OCEANIC AND ATMOSPHE
NATIONAL OCEAN SE
COAST SURVEY

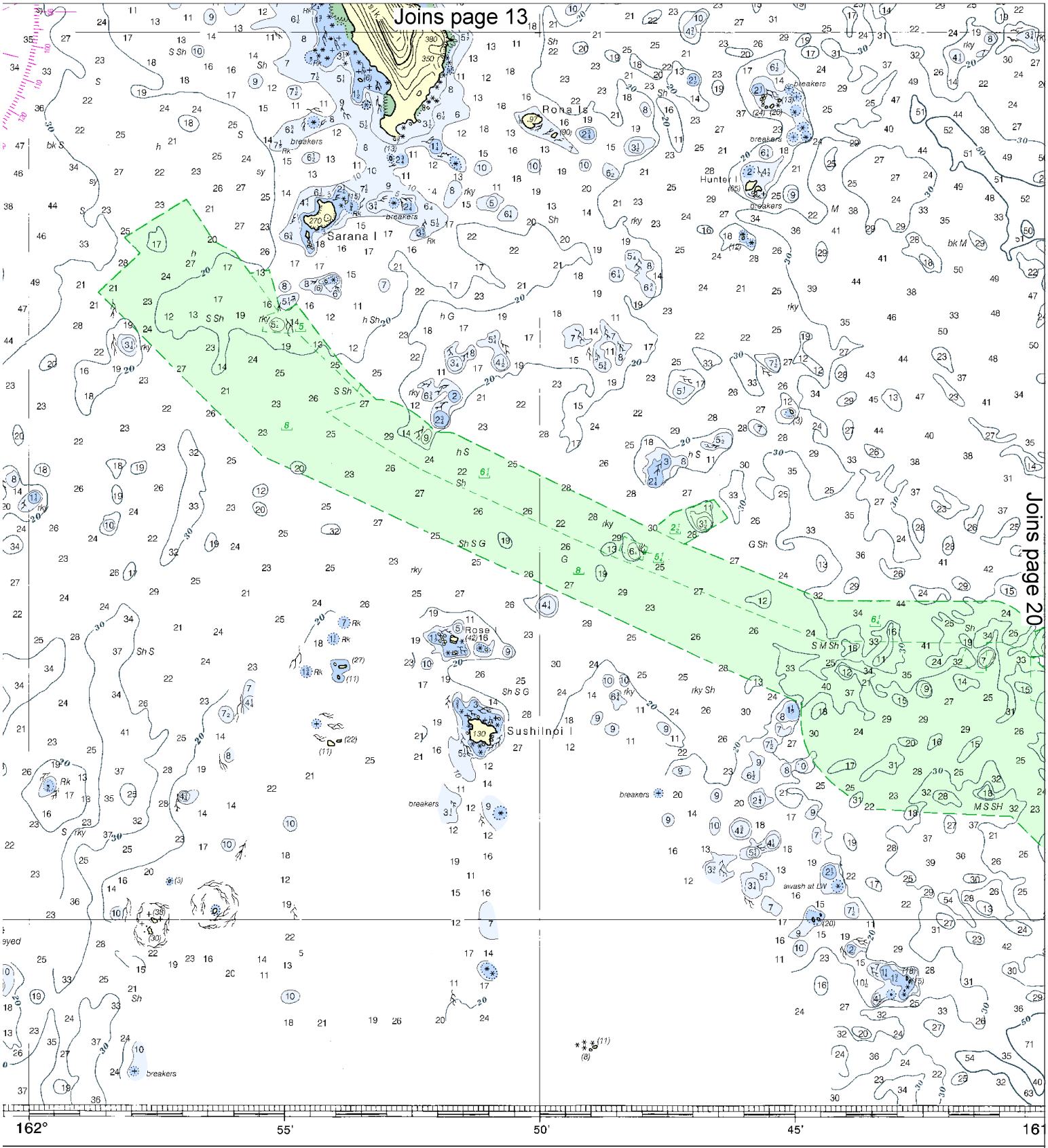
18

North

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000



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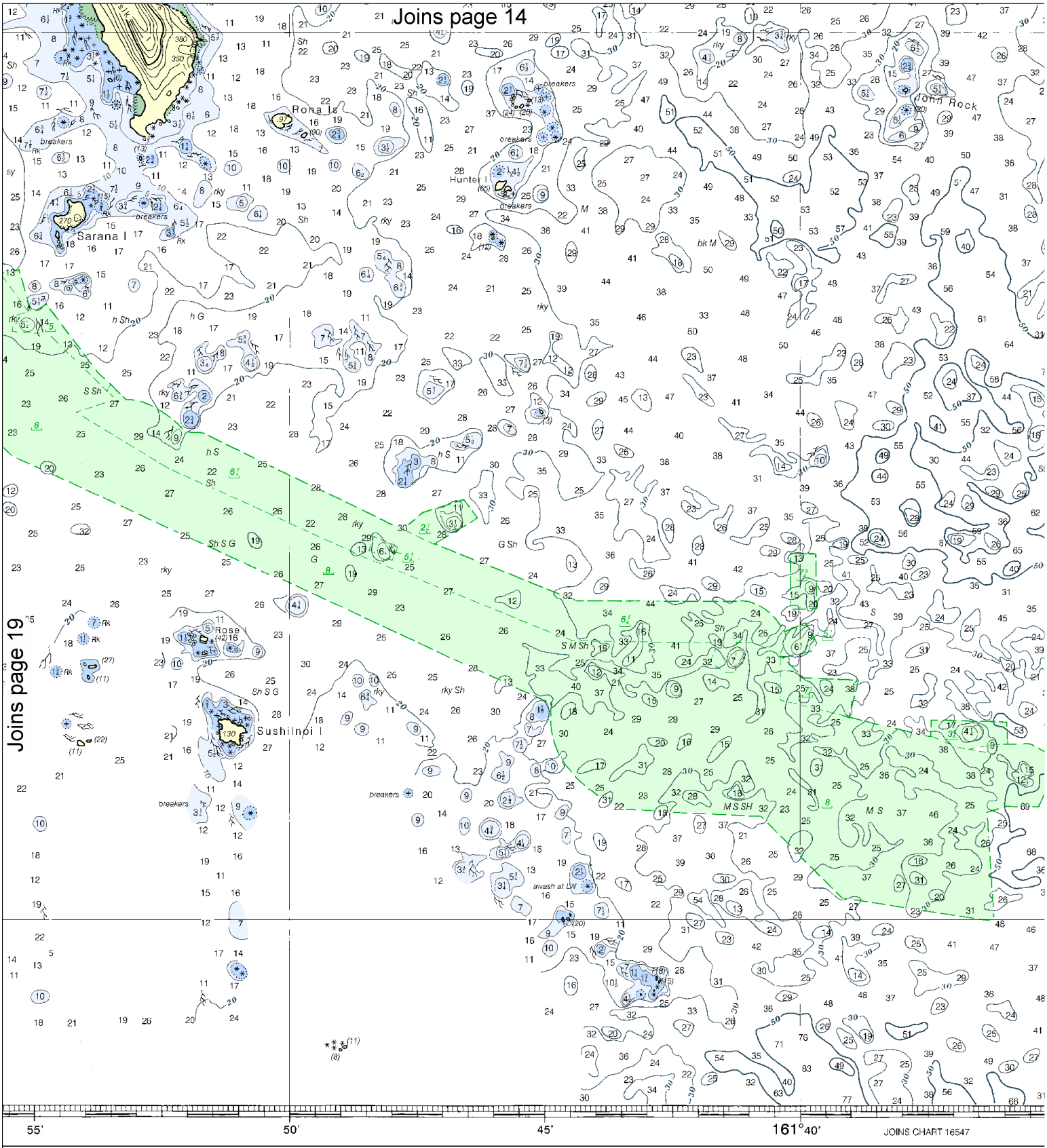
PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to and critical corrections. Charts are printed when ordered using Print-on-Demand technolo Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your ch Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCha uticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix anGrafix.com.



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FATHOMS	1	2	3				
FEET	6	12	18				
METERS	1	2	3	4	5	6	7

North

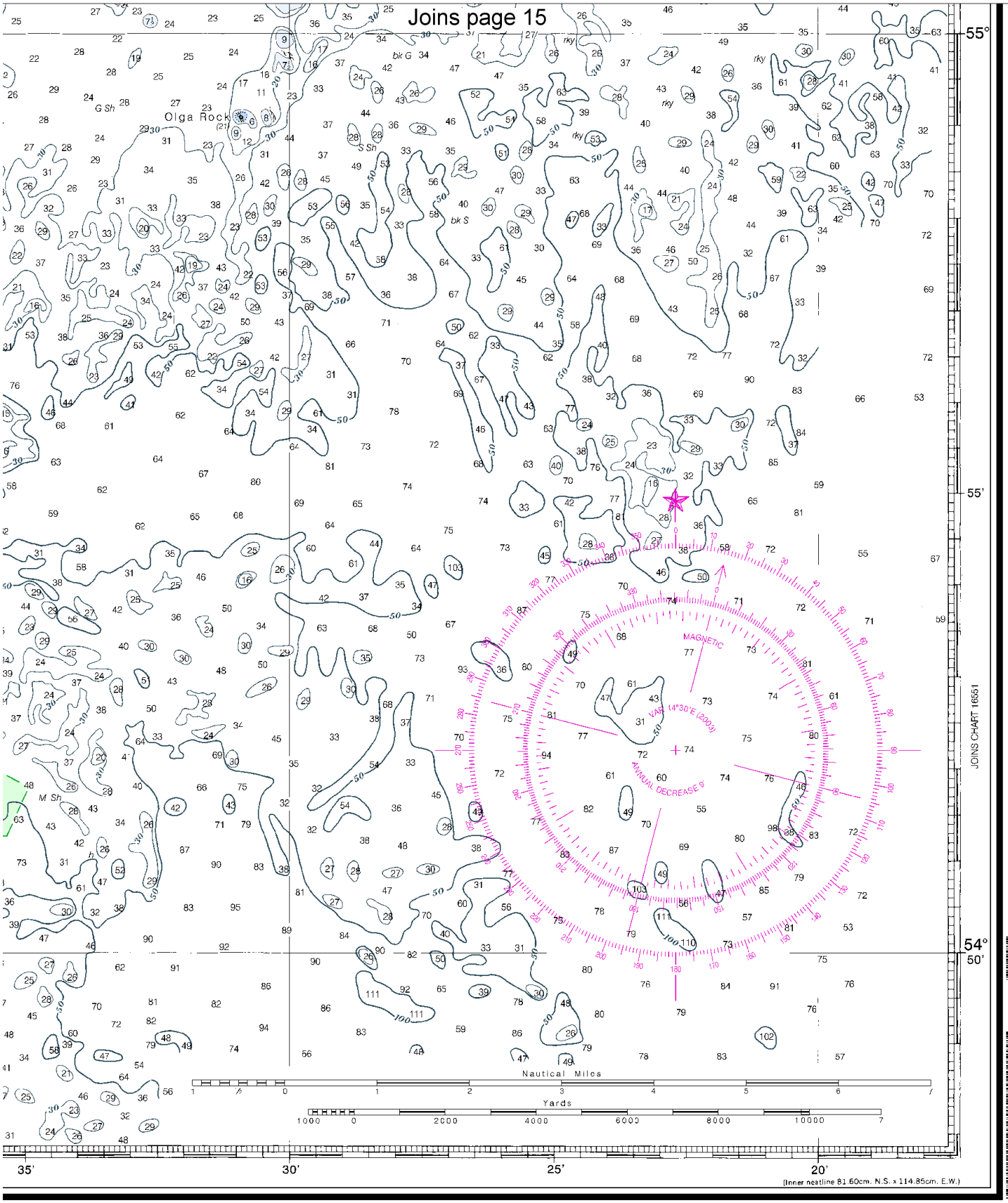
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000



ED. NO. 15

NSN 7642014011275

NIMA REFERENCE NO. 16BCO16549

16549

LORAN-C OVERPRINTED

Cold Bay and Approaches

SOUNDINGS IN FATHOMS - SCALE 1:80,000

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700
Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.